COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND, 23219

H. M. SHAVER, JR.
STATE LOCATION AND DESIGN ENGINEER

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Project 0123-029-000, C-501
Roadways Adjacent to CIA
Headquarters at Langley
Fairfax County

STAT

Chief, New Building Project Office, OL
Central Intelligence Agency
Washington, D. C. 20505

Dear STAT

Subsequent to the CIA Traffic Advisory Committee meeting held on January 29, Dewberry and Davis conducted additional studies regarding the location and design of Route 193, Georgetown Pike, at its intersection with Route 123. I have reviewed the three designs for Route 193 as it approaches Route 123 and my comments are as follows:

Proposed Design

Under this plan, Route 193 is aligned opposite Potomac School Road at its intersection with Route 123. A 225' tangent approach on Route 193 is provided to enhance the dual left turn from southbound 193 to eastbound 123. This location allows the maximum amount of weaving distance on westbound 123 between the CIA entrance and the exit to northbound 193.

This design provides a level of service "D" at the 123/193 intersection during am-pm peak hour.

Alternative A

Route 193 is aligned opposite Potomac School Road at its intersection with Route 123. The Route 193 approach to Route 123 is on a 11.5 degree horizontal curve which requires a superelevation rate of .04 foot per foot. The curved approach to 123 provides an unsatisfactory design and it is unsafe for dual left turns.

Alternative B

Route 193 is shifted to the east and intersects Route 123 eighty feet east of the Potomac School Road intersection. This shift results in an offset intersection which causes confusion and lends itself to wrong way movements. Extensive channelization, signing and roadway lighting to direct traffic would be required to try and overcome this design deficiency. Additional signal time would be required to clear the offset intersection, thereby reducing the level of service to "E".

Traffic from Potomac School Road destined to Route193 north and vise versa would have circuitous alignment to follow, complicated further by the curbed islands they would have to negotiate. School bus traffic to and from Potomac School would be hampered considerably by the turning required to travel through this intersection.

The shifting of the Route 193 intersection to the east reduces the weaving distance on westbound 123 between the CIA entrance and the exit to northbound 193, which is already marginal at best under the proposed design.

The primary responsibility of VDH&T is to provide a design that will handle traffic in a safe and efficient manner. From the three alternatives noted above, it is obvious that the proposed design is the only alternative that supports this position. Accordingly, the proposed design is the only alternative acceptable to the Department.

The environmental assessment evaluated noise on this proposed project and noise attenuation is not required. In accordance with requests from the McLean Civic Association and Ad Hoc Committee, a berm will be provided between a portion of Route 193 and Evermay, Section VII, to enhance aesthetics.

Dewberry and Davis has developed alternatives for an earth berm and earth berm with screen wall. The height of these ranges from approximately 7.5 to 10.5 feet above the west edge of pavement of Route 193. VDH&T supports the construction of any of these berm alternatives except the one that utilizes a curb adjacent to the shoulder. The utilization of a ditch section between the shoulder and berm provides better sight distance and blends in better with the overall area.

The Department stands ready to proceed with the next phase of the design process as soon as the CIA advises us to resume work.

It is my understanding that Mr. Fowler is furnishing you reproducibles of the alternatives for your use.

Very truly yours,

H. M. Shaver, Jr.
State Location and
Design Engineer

Cc:
Mr. John P. Fowler, II
Mr. David R. Gehr

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